

FILE COPY

FOR OFFICIAL USE ONLY

CLASSIFICATION / ~~RESTRICTED~~
SECURITY INFORMATION
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

STAT

COUNTRY German Democratic Republic

DATE OF INFORMATION 1951

SUBJECT Economic - Labor
Transportation - Rail

DATE DIST. 2 Sept 1952

HOW PUBLISHED Monthly periodical

WHERE PUBLISHED Berlin, GDR

NO. OF PAGES 5

DATE PUBLISHED Oct 1951

LANGUAGE German

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS POST IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Der Verkehr, Vol V, No 10, 1951.

WORK COMPETITIONS AS APPLIED TO THE GDR REICHESBAHN

Wilhelm Kroesche

The following discussion is intended to show only fundamental methods, particularly as applied to basic problems connected with industry, transportation, and administration.

Interplant Socialist Competitions -- A Prerequisite to Plan Fulfillment

It has been proposed to the Central Governing Committee of the Free German Trade Union Federation (FDGB) to put into effect and develop further the draft proposal of the Buna Works Collective for a fixed organization plan for interplant socialist competitions, and for a plan covering the tasks to be accomplished by them -- the plan to be called "Reconstruction Plan on a GDR Scale".

The importance of interplant socialist competitions for the entire economy makes it advisable to establish, under the Central Governing Committee of the FDGB, a special technical section within the Division of Labor and Social Policy. This section should be staffed with qualified instructors, who may be assigned to key areas.

The central, land, district, and precinct committees of the industrial unions must cooperate energetically in the preparation and evaluation, as well as in the extension and development of interplant socialist competitions. In particular, they must support and guide the plant-level union leadership in the factories, mines, and other establishments which take part in the program.

The following individual tasks are to be accomplished:

1. The formation of a central commission for competitions to analyze monthly and evaluate quarterly the interplant competitions within the framework of mass socialist competition.

FOR OFFICIAL USE ONLY

CLASSIFICATION ~~RESTRICTED~~

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION										
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI											

RESTRICTED

STAT

In collaboration with the substantive specialists for interplant competitions, both in the central administrative office which is yet to be determined, and in the Directorate General of the Reichsbahn, the mistakes and inadequacies brought to light in the competitions are to be brought to the attention of the administrative and economic offices which are involved and responsible, as well as to that of the industrial unions concerned; and specific task instructions for the solution of particular problems should be presented.

2. Education of the personnel of the ministries, commercial clearing agencies, and administrative offices regarding the importance of the interplant competitions, with emphasis on ways to avoid the mistakes and inadequacies which have come to light.
3. Coordination of assignments to all industrial unions in order to further the development and organization of the interplant competitions.
4. Systematic review of all interplant competitions now being conducted.
5. Development of a systematic exchange of experience between the participants in interplant competitions.
6. A monthly report by the Central Commission of Mass Socialist Competition and its field units on the causes and results of disturbing factors, such as faulty planning, incorrect organization, industrial bottlenecks, and the like. The tasks of mass competition are to be coordinated with the special tasks of interplant competition in the same industry.
7. Division of interplant competitions according to the flow of goods, or according to major shippers and industrial centers; limitation of these competitions to avoid uncontrollable extension.
8. On the basis of experience and proposals within the scope of interplant competition, development of the general task plan -- called reconstruction plan -- in collaboration with the appropriate main divisions of the Ministry of Transportation of the GDR and of the Directorate General of the Reichsbahn.
9. Requirement of a fully developed interplant competition as well as a concrete obligation accepted by all participants in the planned interplant competition as prerequisites to permission to carry out an interplant competition.
10. The coordination, in the case of all major shippers of the assignment of industrial and trade union instructors with the special assignment of planning, industry, and transport.

Duties of Specialists in Interplant Competitions on the Reichsbahn

The exchange of experience concerning interplant competitions has often showed that even the establishment of goals, tasks, and obligations has frequently been based on completely false technical premises, and that the improvements proposed by various plants often overlap. Even among the colleagues in the Reichsbahn there often exists complete confusion concerning railroad and transport terminology and concepts, such as Vordeckung [advance covering of needs?] assignment of general traffic and rental cars, measures to speed up the turnaround time of cars by extensive return loading, purpose and possibilities of assembling heavy-load and group trains, and the like. This confusion results, not only in other places but also in the plants directly concerned, in losses of production which far outweigh apparent gains. Basically, the question here is one of purely technical matters of transportation. The union, however, cannot put into practice the technical improvements indicated in the interplant

- 2 -

RESTRICTED

RESTRICTED

STAT

competitions and should not intervene in purely technical matters. In the execution of the tasks set here, it can only stress the ideological questions. Since, however, the Reichsbahn is more or less directly concerned in all interplant competitions and in all losses of production, it is proposed to establish at the Directorate General of the Reichsbahn and also at each of the eight Reichsbahn directorates a section for the preparation and evaluation of interplant socialist competitions.

These sections must encourage and work closely with the groups engaged in the following tasks:

1. Inspection of stations, loading facilities and tracks of the Reichsbahn and of the plants and mines, from the point of view of industrial and transport technology.
2. Observation and guidance of the flow of freight.
3. Transport planning under the conditions outlined above.
4. Development of a general traffic plan based on the over-all freight train plan and the plans for the assembly of freight trains and for the guidance of the flow of freight.

Aside from the foregoing points, criticism and self criticism, exchange of experience and submittal of proposals within the scope of interplant competition provide the best means of mobilizing the great internal reserves which are still available in the Reichsbahn and the plants. In cooperation with the agencies concerned and the technical branches mentioned, these reserves may often be tapped for the economy as a whole by purely organizational measures. With mutual cooperation between these agencies and the substantive specialists attached to the Central Governing Committee of the FDGB, the mistakes, failures, proposals for improvements, and recommendations turned up in the individual interplant competitions may be checked from a technical standpoint and brought to the attention of the administrative and economic offices concerned. This way guarantees that mistakes and failures brought to light by interplant competition will be actually corrected. Furthermore, this procedure provides the best basis for the further development of the reconstruction plan.

Future Interplant Competitions -- The Reorganization of Transportation

In addition to the prevention of production losses, and the reduction of costs, it is necessary to decrease car turnaround time and to effect speedier, prompter, and more regular freight transport. These are some of the main tasks of the interplant competitions.

These goals can be reached only through a combination of measures including better control of the flow of freight, especially by purposeful planning of shipping, as well as by extensive assembly of entire trains, junction trains, and group and heavy-load trains which run over long distances daily or on regular days of each week.

All this requires that in the future the plants and establishments be afforded, through timely and correct decisions of the economic and administrative offices, a better opportunity to collect their shipping orders and to dispatch them in accordance with loading and pickup plans determined on the basis of the general traffic plan.

- 3 -

RESTRICTED

RESTRICTED

STAT

In case it is not possible to assemble entire trains to certain destinations at the loading places, the shipments should be assembled with others originating in the same economic area, either at the stations of origin or in collecting stations or in pick-up trains, into entire trains, junction trains, or group trains.

If the foregoing proposal is impossible because the economic area concerned does not produce enough shipments within a reasonable time to justify their joint handling at a junction point, then these shipments should be moved to the next intermediate junction point. In most cases there will be at least one connection daily from this latter point.

Junction trains from the individual assembly yards to a distribution yard should be so scheduled that there is an even flow of train arrivals each day of the week. Thus, the freight cars can be unloaded during the early hours of the morning and at once reloaded on the spot.

Determined efforts should be made for the addition to these trains of groups of cars to and from appropriate intermediate stations, so that they may be economically operated and might possibly be operated as heavy-load trains.

In view of these considerations, the over-all freight train timetable and the train formation tables should be developed from the bottom up.

In this connection the main centers of raw materials and heavy industries deserve first consideration. The traffic plan thus to be developed will indicate the most desirable loading time as well as the arrival time of goods at their destination.

The planning and economic offices must organize the transport of freight to and from loading stations in such a way that loading and unloading is distributed through the month and, at large plants, among the three shifts in the day.

It is not enough that raw materials and products are produced and distributed in sufficient quantities. It is just as important to load promptly and to coordinate the various flows of freight traffic.

Cooperation of Plants and Enterprises in the Direction and Coordination of Transport

To accomplish the foregoing goals there must be systematic cooperation of all plants and mines in the various economic areas and a wide degree of support for the Reichsbahn in the fulfillment of its transport functions. Cooperation and support would make a broadening of the legislative basis for transportation unnecessary. Criticism and exchange of experience resulting from the interplant competitions should produce noticeable improvements.

Since transportation is vital to the entire economic process, the effects of disturbances caused by negligence, poor cooperation, bureaucracy, or unhealthy selfishness of individual plants frequently reach as far as the ultimate consumer. When a disturbance occurs, everyone has the duty to search for the causes and to assist in their elimination.

All plants and enterprises should help to reach the goals which have been set forth. If investments or additional operating costs are necessary for this purpose, an adjustment must be made by means of rate reductions or similar measures.

- 2 -

RESTRICTED

RESTRICTED

STAT

Avoidance of Production Stoppages
Through Timely and Proper Transportation

In the future, the coordination of the transport of raw materials, semifinished products, and finished and waste products must be undertaken with special consideration for difficulties arising during loading and shipping, transfer, and transport, as well as for local conditions at the receiving and unloading points.

Most large plants, and especially, almost all mines, cannot without great difficulties and high costs, maintain an appreciable backlog of raw materials or half-finished products ready for shipment, or accumulate freight for particular destinations.

On the other hand, many plants do not have facilities for rapid unloading. In this case it is important that raw materials and semifinished products do not arrive spasmodically but at an even rate of delivery. Entire trains of raw materials or semifinished products, loaded in cars belonging to the Reichsbahn or to foreign railroads, often cannot be unloaded within the time allowed. As a result, there is unnecessary demurrage of cars, the costs of which are out of all proportion to savings achieved elsewhere. The assembly of single-destination trains of this type produces rather a noticeable slow down of freight car turn-around time.

The expected speeding up of freight transport will make it possible for almost all plants and enterprises to assemble their individual shipments at the various junctions without difficulties, and to ship them according to a traffic and loading plan developed by the Reichsbahn so that they make connections at the assembly stations with the planned entire trains, junction trains, or group trains.

Assembly of Entire Trains and Junction Trains

However complicated the entire field of freight transport may seem, it is nevertheless simple to solve the basic problem. Even when industrial plants cannot unload entire trains on time and without high costs, or can absorb raw materials and semifinished goods only in small quantities, the exchange of experience through interplant competition shows the proper way to deal with the problem. In these cases, entire trains should be run one or more times per day from various economic areas and border-crossing stations to a suitable junction (Halle, for instance). From there, after a short delay for switching, trains operating regularly to individual plants can run as transfer, local, or group trains.

Together with the schedule of the entire trains and group trains already running, a new over-all freight train schedule can be established in this way. This will permit a further stepping up of freight-car circulation as well as better adherence to plan and greater punctuality in carrying out movements. The entire trains and junction trains now operating should be supplemented systematically by cars to and from appropriate intermediate stations, so that they may be operated as heavy-load trains, thereby lightening the load at junctions and eliminating backtracking.

- E N D -

- 5 -

RESTRICTED